

□ 1544

So (two-thirds being in the affirmative) the rules were suspended and the bill, as amended, was passed.

The result of the vote was announced as above recorded.

A motion to reconsider was laid on the table.

ANNOUNCEMENT BY THE SPEAKER PRO TEMPORE

The SPEAKER pro tempore (Ms. TITUS). Pursuant to clause 8 of rule XX, the Chair will postpone further proceedings today on motions to suspend the rules on which a recorded vote or the yeas and nays are ordered, or on which the vote incurs objection under clause 6 of rule XX.

Record votes on postponed questions will be taken later.

AIRPORT AND AIRWAY EXTENSION ACT OF 2010, PART III

Mr. LEWIS of Georgia. Madam Speaker, I move to suspend the rules and pass the bill (H.R. 6190) to amend the Internal Revenue Code of 1986 to extend the funding and expenditure authority of the Airport and Airway Trust Fund, to amend title 49, United States Code, to extend the airport improvement program, and for other purposes.

The Clerk read the title of the bill.

The text of the bill is as follows:

H.R. 6190

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

SECTION 1. SHORT TITLE.

This Act may be cited as the “Airport and Airway Extension Act of 2010, Part III”.

SEC. 2. EXTENSION OF TAXES FUNDING AIRPORT AND AIRWAY TRUST FUND.

(a) FUEL TAXES.—Subparagraph (B) of section 4081(d)(2) of the Internal Revenue Code of 1986 is amended by striking “September 30, 2010” and inserting “December 31, 2010”.

(b) TICKET TAXES.—

(1) PERSONS.—Clause (ii) of section 4261(j)(1)(A) of the Internal Revenue Code of 1986 is amended by striking “September 30, 2010” and inserting “December 31, 2010”.

(2) PROPERTY.—Clause (ii) of section 4271(d)(1)(A) of such Code is amended by striking “September 30, 2010” and inserting “December 31, 2010”.

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on October 1, 2010.

SEC. 3. EXTENSION OF AIRPORT AND AIRWAY TRUST FUND EXPENDITURE AUTHORITY.

(a) IN GENERAL.—Paragraph (1) of section 9502(d) of the Internal Revenue Code of 1986 is amended—

(1) by striking “October 1, 2010” and inserting “January 1, 2011”; and

(2) by inserting “or the Airport and Airway Extension Act of 2010, Part III” before the semicolon at the end of subparagraph (A).

(b) CONFORMING AMENDMENT.—Paragraph (2) of section 9502(e) of such Code is amended by striking “October 1, 2010” and inserting “January 1, 2011”.

(c) EFFECTIVE DATE.—The amendments made by this section shall take effect on October 1, 2010.

SEC. 4. EXTENSION OF AIRPORT IMPROVEMENT PROGRAM.

(a) AUTHORIZATION OF APPROPRIATIONS.—

(1) IN GENERAL.—Section 48103 of title 49, United States Code, is amended—

(A) by striking “and” at the end of paragraph (6);

(B) by striking the period at the end of paragraph (7) and inserting “; and”; and

(C) by inserting after paragraph (7) the following:

“(8) \$925,000,000 for the 3-month period beginning on October 1, 2010.”

(2) OBLIGATION OF AMOUNTS.—Subject to limitations specified in advance in appropriation Acts, sums made available pursuant to the amendment made by paragraph (1) may be obligated at any time through September 30, 2011, and shall remain available until expended.

(b) PROJECT GRANT AUTHORITY.—Section 47104(c) of such title is amended by striking “September 30, 2010,” and inserting “December 31, 2010,”.

SEC. 5. EXTENSION OF EXPIRING AUTHORITIES.

(a) Section 40117(1)(7) of title 49, United States Code, is amended by striking “October 1, 2010,” and inserting “January 1, 2011.”.

(b) Section 41743(e)(2) of such title is amended by striking “2010” and inserting “2011”.

(c) Section 44302(f)(1) of such title is amended—

(1) by striking “September 30, 2010,” and inserting “December 31, 2010,”; and

(2) by striking “December 31, 2010,” and inserting “March 31, 2011.”.

(d) Section 44303(b) of such title is amended by striking “December 31, 2010,” and inserting “March 31, 2011.”.

(e) Section 47107(s)(3) of such title is amended by striking “October 1, 2010,” and inserting “January 1, 2011.”.

(f) Section 47115(j) of such title is amended by inserting “and for the portion of fiscal year 2011 ending before January 1, 2011,” after “2010,”.

(g) Section 47141(f) of such title is amended by striking “September 30, 2010,” and inserting “December 31, 2010.”.

(h) Section 49108 of such title is amended by striking “September 30, 2010,” and inserting “December 31, 2010.”.

(i) Section 161 of the Vision 100—Century of Aviation Reauthorization Act (49 U.S.C. 47109 note) is amended by inserting “, or in the portion of fiscal year 2011 ending before January 1, 2011,” after “fiscal year 2009 or 2010”.

(j) Section 186(d) of such Act (117 Stat. 2518) is amended by inserting “and for the portion of fiscal year 2011 ending before January 1, 2011,” after “October 1, 2010.”.

(k) Section 409(d) of such Act (49 U.S.C. 41731 note) is amended by striking “September 30, 2010,” and inserting “September 30, 2011.”.

(l) The amendments made by this section shall take effect on October 1, 2010.

SEC. 6. TECHNICAL CORRECTIONS.

Effective as of August 1, 2010, and as if included therein as enacted, the Airline Safety and Federal Aviation Administration Extension Act of 2010 (Public Law 111-216) is amended as follows:

(1) In section 202(a) (124 Stat. 2351) by inserting “of title 49, United States Code,” before “is amended”.

(2) In section 202(b) (124 Stat. 2351) by inserting “of such title” before “is amended”.

(3) In section 203(c)(1) (124 Stat. 2356) by inserting “of such title” before “(as redesignated)”.

(4) In section 203(c)(2) (124 Stat. 2357) by inserting “of such title” before “(as redesignated)”.

The SPEAKER pro tempore. Pursuant to the rule, the gentleman from

Georgia (Mr. LEWIS) and the gentleman from Louisiana (Mr. BOUSTANY) each will control 20 minutes.

The Chair recognizes the gentleman from Georgia.

GENERAL LEAVE

Mr. LEWIS of Georgia. Madam Speaker, I ask unanimous consent to give Members 5 legislative days to revise and extend their remarks on the bill, H.R. 6190.

The SPEAKER pro tempore. Is there objection to the request of the gentleman from Georgia?

There was no objection.

Mr. LEWIS of Georgia. Madam Speaker, I yield myself such time as I may consume.

Madam Speaker, I rise in strong support of H.R. 6190, the Airport and Airway Extension Act, Part III. The Airport and Airway Trust Fund taxes and spending authority are scheduled to expire on September 30. This bill extends its authority through December 31, 2010, while we work together on a long-term solution.

This extension is critical for our airports and communities across our country. Our aviation system is also key for our economy and jobs. For example, Hartsfield-Jackson Atlanta International Airport, located in my congressional district, is the busiest passenger airport in the world. Over 250,000 passengers travel through the airport each day. The Atlanta airport has a direct impact of more than \$32 billion on Georgia's economy and employs almost 60,000 people throughout our State. Extending this authority provides the necessary revenue to maintain our Nation's airports and air traffic control system.

Madam Speaker, I ask all of my colleagues to come together and support this very simple, commonsense, necessary legislation.

I reserve the balance of my time.

Mr. BOUSTANY. Madam Speaker, I yield myself such time as I may consume.

(Mr. BOUSTANY asked and was given permission to revise and extend his remarks.)

Mr. BOUSTANY. Madam Speaker, I rise in support of H.R. 6190.

This is a straightforward bill to extend for 3 months, through December 31, the existing FAA authorization law, the excise taxes that support the Airport and Airway Trust Fund, and the trust fund's expenditure authorities. The current FAA authorization, as well as the excise taxes and spending authorities, are currently scheduled to expire on October 1.

For the past several months, the House and Senate have been negotiating on a long-term FAA reauthorization bill, but those negotiations have not yet come to a close. This extension will give Congress additional time to try to resolve the differences between the Chambers' bills and to determine whether modifications to the financing structure of the Airport and Airway Trust Fund are appropriate.